(b) if so, the details thereof and the status of its implementation;

(c) whether Government would consider expanding the runway in Trichy and Coimbatore; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) Yes, Sir.

(b) For extension of runway by 460 meters and strengthening of runway for operation of AB-320/B-737-800 type of aircraft, the State Government of Tamil Nadu is yet to hand over the required land to Airports Authority of India. Action has already been initiated for construction of new Terminal building to cater to 500 passengers.

(c) Yes, Sir.

(d) Trichy Airport—Scheme for extension of runway from 1860 meters to 2440 meters and strengthening of existing runway, apron, taxi-track for operation of B-737-800 type of aircraft have been approved at a cost of Rs. 25.93 crore and work is likely to commence by December, 2003.

Coimbatore Airport—Scheme for extension of runway from 2290 meters to 2990 meters and strengthening of existing runway, apron, taxi-track for operationof B-767-400 type of aircraft have been approved at a cost of Rs. 42.00 crores. The work for extension of runway on eastern side by 300 meters and strengthening of existing runway is likely to start by October, 2003. Work for extension of runway on western side by 400 meters is held up due to non-handling over of land by the state Government.

Disposal of IC-814 Aircraft

1665. SHRIMATI N.P. DURGA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have taken a policy decision to phase out Airbus-300s and keep only Airbus-320s;

(b) if so, the number of Airbuses that are lying with Air India and India Airlines for disposal;

(c) whether the IC-814 aircraft has not yet been disposed off since its process began in 1999; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) Air India has already phased out 3 A300B4 aircraft that it had in its fleet whereas Indian Airlines has taken a decision to replace the entire fleet of A300 in a phased manner.

(b) Air India has, at present, no plans for disposal of A 310-300 aircraft which are in its fleet. However, 5 A-300 aircraft in the fleet of Indian Airlines are awaiting disposal.

(c) Yes, Sir.

(d) Indian Airlines had decided to dispose off Airbus A-300 VT-EDW in an airworthy condition. Since, the aircraft was the one which was hijacked while operating IC 814, it was deemed at material evidence in the hijacking case and was put under Superdari by the Court. This Superdari was vacated and permission of the Court to dispose off the aircraft was received by Indian Airlines on 31st January, 2001. Thereafter it was decided to cannibalize the aircraft, and utilize its engines and components. The hull alongwith lending gears of this aircraft, was under process of disposal through M/s. Metal Scrap Trading Corporation, and this process was expected to be completed by May, 2003. However, since the offer received was unsatisfactory, it was decided to sell only the hulls, after removing the Landing Gears, for which disposal action has been undertaken.

Upgradation of airports in Andhra Pradesh

1666. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether upgradation work at airports in Andhra Pradesh has been undertaken to reduce traffic congestion;

(b) if so, the details thereof, airport-wise and work-wise;

(c) whether private participation is also there in such works; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDY): (a) Yes, Sir.

(b) Hyderabad Airport-Extension of apron & construction of isolation bay have been completed and resurfacing & extension of runway is in